

RR Tracks Has Not Reached Highway Dept.

asked Mr. Helland. "This seems to be a constitutional question," he added.

The Parks and Recreation Department, headed by Harold Tippetts, doesn't expect to receive the deed for awhile. "It will probably be at least 90 days or more before they find out what they'll need to do in making the transfer," said Mr. Tippetts. He said he understood that the Heber Creeper could continue to run until at least mid-1972.

ELLAND TAMALES
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The Department of Highways has not yet received a copy of the legislature's resolution calling for it to turn over 18.5 miles of railroad right-of-way, running from Heber to Bridal Veil Falls, to the Parks and Recreation Department.

Henry C. Helland, director of the Department of Highways, said, "I haven't seen it in its final printed form, and when we do get it, we'll take a look at it to see what needs to be done."

The last session of the legislature passed the resolution calling for the transfer of the old Denver and Rio Grande Western Railroad to the Parks and Recreation Department. The department and the Parks and Recreation Department. They, in turn, could lease to the Recreation Department so that a scenic train could operate between Heber and Bridal Veil Falls.

Mr. Helland said that he wasn't sure when the resolution was to become effective. "I don't know if there is a date specified, or if the resolution becomes effective after 60 days," he said.

The railroad group that is sponsoring the scenic train has been guaranteed the right to operate this year and at least part of next year. Mr. Helland said that pending transfer of property, a lease could possibly be worked out between this department and the Parks and Recreation Department. They, in turn, could lease to the Recreation Department. They, in turn, could lease to the Recreation Department.

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railroad group, he said, asked Mr. Helland, "This seems to be a constitutional question," probably for five years.

There appears to be some question about the transfer, Mr. Hellaand indicated. "We used Federal funds to help pay for the right-of-way acquisition," he said, "with the view towards making the road project less expensive." Mr. Hellaand said a separation would have to be built, costing between \$350,000 and \$500,000, if the Heber Creeper proves unsuccessful until at least mid-1972.

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The last session of the legislature passed the resolution calling for the transfer of the old Denver and Rio Grande Western railroad right-of-way, which was purchased by the state as part of the Provo Canyon highway project, to the Parks and Recreation Department. They, in turn, could lease to the scenic train could operate between Heber and Bridal Veil Falls.

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"Is it legitimate to charge it against the highway user fund?" Helland asked, and it must be determined how the state would pay for that structure, said Mr. Heber Creeper proves unsuccessful. The state would not be able to get Federal assistance to pay for that structure, said Mr. Helland, and it must be determined how the state would pay for it.

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